



Staff Summary Report

City Council Meeting Date: 2/13/03

Agenda Item Number: //

SUBJECT: This is the first public hearing for the City of Tempe Comprehensive Transportation Plan.

DOCUMENT NAME: 20030213dsrh03

PLANNED DEVELOPMENT (0406)

SUPPORTING DOCS: Yes

COMMENTS: Hold the first public hearing for **CITY OF TEMPE COMPREHENSIVE TRANSPORTATION PLAN. RESOLUTION No. 2002.60 #GEP-2002.04**. The overall goal of the City of Tempe Comprehensive Transportation Plan is to integrate the city's transportation system with land use policy to ensure that a safe, efficient, and balanced transportation system is developed to serve Tempe now and in the future. The plan includes objectives and implementation strategies in line with the vision of Tempe as a vibrant city that provides mobility for all, promotes clean air, conserves energy, preserves neighborhood livability, and enhances the quality of life for our citizens and guests.

The Comprehensive Transportation Plan is an element of the General Plan 2020 and will be incorporated in the 2030 plan. The following sections are included:

- Pedestrian Network
- Bikeways
- Transit
- Streets and Freeways
- Relationship to Land Use and Neighborhoods
- Public Art in Transportation
- Parking and Access Management

PREPARED BY: Hector Tapia, Senior Planner (480-350-8586)

REVIEWED BY: Steve Venker, Planning & Zoning Manager (480-350-8920)

LEGAL REVIEW BY: N/A

FISCAL NOTE: N/A

RECOMMENDATION: Approval

ADDITIONAL INFO: The goal of the Tempe General Plan 2020 Transportation Element is to "encourage a balanced transportation system within and through Tempe which complements land use and air quality goals, is community based, preserves neighborhoods and provides mobility for all". The intent, under this request, is to meet that goal through the proposed Comprehensive Transportation Plan. During the last three years, Transportation staff and OTAK Inc. provided opportunities for public input for review and comment regarding the Comprehensive Transportation Plan.

ATTACHMENTS: 1. List of Attachments

- A. Transportation Plan Overview: Mary O'Connor, Deputy Public Works Manager and Robert Yabes, Principal Planner
- B. Tempe Comprehensive Transportation Plan.

HISTORY/BACKGROUNND

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|---------------------------|--|
| <u>December 18, 1997.</u> | <p>City Council adopted Resolution No. 97.84, General Plan 2020. This plan included the Transportation Element with the following Objectives:</p> <p>Objective 1. Develop and implement a Comprehensive Multi-Modal Transportation Plan which provides mobility for all, complements land use and improves air quality.</p> <p>Objective 2. Promote land development that integrates multiple modes of transportation, including single occupancy vehicles, transit, pedestrians and bicycles.</p> <p>Objective 3. Create ordinances, policies or design guidelines that support the Comprehensive Multi-Modal Transportation Plan.</p> <p>Objective 4. Reduce air pollution by encouraging mixed use development and incorporating non-polluting modes of travel into the urban design.</p> <p>Objective 5. Actively involve citizens in the transportation planning and project review process.</p> <p>Objective 6. Establish long-range goals to shift travel from the automobile to other modes, especially in the areas of Downtown and the Rio Salado Project.</p> <p>Objective 7. Establish policy regarding high capacity transportation corridors in and through the City including freeways, major arterial, rail and bus corridors.</p> |
| <u>November 12, 2002.</u> | <p>The City of Tempe held an open house to allow public input regarding the Comprehensive Transportation Plan: 11 a.m. to 1 p.m. at Hatton Hall, 34 East Sevent Street, building B.</p> |
| <u>November 12, 2002.</u> | <p>The City of Tempe held an open house to allow public input regarding the Comprehensive Transportation Plan: 6 to 8 p.m. at the Tempe Public Library – Program Room, 3500 South Rural Road.</p> |
| <u>November 13, 2002.</u> | <p>The City of Tempe held an open house to allow public input regarding the Comprehensive Transportation Plan: 6 to 8 p.m. at the Westside Multigenerational Center, 715 West 5th Street.</p> |
| <u>November 16, 2002.</u> | <p>The City of Tempe held an open house to allow public input regarding the Comprehensive Transportation Plan: 10 a.m. to Noon at Pyle Center, 655 East Southern Avenue.</p> |
| <u>January 14, 2003.</u> | <p>Planning Commission held the first public hearing to allow public input only. No recommendations were done at this public hearing.</p> |
| <u>February 6, 2003.</u> | <p>City Council introduced Resolution No. 2002.60, the Comprehensive Transportation Plan.</p> |

Memorandum

Public Works

DATE: January 7, 2003

TO: Planning & Zoning Commission

THRU: Steve Venker, Principal Planner (x8920)

FROM: Mary O'Connor, Deputy Public Works Manager (x8819)
Robert Yabes, Principal Planner (x2734)

SUBJECT: **1/14/03 Planning & Zoning Commission Meeting: Comprehensive Transportation Plan Update and Request to Approve**

Overview

The general goal of the City of Tempe's Comprehensive Transportation Plan is to integrate the city's transportation system with land use policy to ensure that a safe, efficient, and balanced transportation system is developed to serve Tempe now and in the future. The plan includes objectives and implementation strategies in line with the vision of Tempe as "a vibrant city that provides mobility for all, promotes clean air, conserves energy, preserves neighborhood livability, and enhances the quality of life for our citizens and guests."

The Comprehensive Transportation Plan is an element of the General Plan 2020 and will be incorporated in the 2030 plan. The following sections are included: Pedestrian, Bicycle, Transit, Streets, Relationship to Land Use and Neighborhoods, Public Art in Transportation, and Parking. Specific strategies and recommendations include:

- In general, retain existing automobile traffic capacity while reducing reliance on the single-occupancy automobile and creating a compatible relationship with adjacent land uses.
- Encourage planning and development that is consistent with the street classification system developed as part of the Plan, including the designation of "Transit Streets" and "Green Streets."
- Improve the transit system in Tempe to ensure that the network and facilities will accommodate all types of transit users and their varying needs.
- Implement design practices from the Transportation Design Guidelines to ensure efficient, accessible, safe, convenient, comfortable, and secure multi-modal access.
- Through policies, public information and new projects, increase awareness that pedestrians are a priority in Tempe, and pedestrian travel is an important part of the transportation system.
- Through special programs and projects, raise awareness about the characteristics and needs of pedestrians, including accessibility goals that go above and beyond standard compliance with the Americans with Disabilities Act.

- Implement programs and projects that provide safe and convenient bicycle access from neighborhoods to schools, parks, shopping, transit, employment, and other destinations.
- Develop parking management plans that recognize the availability and cost of parking as major elements affecting transportation mode choice.
- Continue to coordinate local land use and transportation decisions with regional and local transportation plans and policies.
- Develop sustainable land uses that are supported by the community, including transit oriented development.
- Recognize that all forms of art and creative expression can play a meaningful role in transportation projects and in problem solving of transportation issues, from the initial conceptual planning stage all the way through implementation.

Public Involvement

Development of the Comprehensive Transportation Plan has included significant community involvement over the last three years, including: hosting a variety of public open houses and specific corridor workshops; holding focus groups and meetings with specific stakeholder groups (including neighborhood associations, business groups, property owners, developers, Arizona State University, and many others); presenting to City boards and commissions, as well as the City Council; and a variety of other community involvement opportunities.

Recommendation

Staff recommends that the Planning & Zoning Commission approve the proposed Tempe Comprehensive Transportation Plan and forward to the City Council.

RESOLUTION 2002.60

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, ADOPTING THE COMPREHENSIVE TRANSPORTATION PLAN IN FULFILLMENT OF OBJECTIVE 1 OF THE TRANSPORTATION ELEMENT OF GENERAL PLAN 2020.

WHEREAS, the City of Tempe desires a balanced transportation system within and through Tempe; and,

WHEREAS, the City of Tempe believes that the transportation system should complement land use and air quality goals; and,

WHEREAS, the City of Tempe desires a transportation system plan that is community based, preserves neighborhoods and provides mobility for all;

WHEREAS, Objective 1 states: Develop and implement a Comprehensive Multi-Modal Transportation Plan which provides mobility for all, complements land use and improves air quality;

THEREFORE, be it resolved by the City Council of the City of Tempe, Arizona, that the Comprehensive Transportation Plan, be adopted in fulfillment of Objective 1 of the Transportation Element of Tempe General Plan 2020, including the following sections:

- ◆ Pedestrian Network
- ◆ Bikeways
- ◆ Transit
- ◆ Streets and Freeways
- ◆ Relationship to Land Use and Neighborhoods
- ◆ Public Art in Transportation
- ◆ Parking and Access Management

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____, 2003.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

**City of Tempe
Tempe General Plan 2020 and 2030**

Transportation Element

**Planning & Zoning Commission
January 14, 2003**

City of Tempe

**In collaboration with:
OTAK Inc.
Kittelson & Associates
Carter-Burgess
Angela Dye Design
Venture Catalyst**

Transportation Element

City of Tempe General Plan 2020 & 2030

Introduction

This Transportation Element represents a synthesis and summary of the policy basis of the much more detailed Comprehensive Transportation Plan. The Transportation Element has been developed as an outgrowth of the General Plan 2020 and will be incorporated into the General Plan 2030. The Transportation Element includes the sections listed below. A general objective, statement of rationale, and a set of implementation strategies have been developed for each of the following sections:

- ◆ Pedestrian Network
- ◆ Bikeways
- ◆ Transit
- ◆ Streets and Freeways
- ◆ Relationship to Land Use and Neighborhoods
- ◆ Public Art in Transportation
- ◆ Parking and Access Management

General Goal and Vision Statement for the Transportation Element

A general goal and vision statement were developed early on in the planning process based on a strong understanding of community values gained through the public involvement process and presentations to the City's boards, commissions, and City Council.

General Goal

In keeping with the City's stated mission to make Tempe the best place to live, work, and play, the goal of this plan is to integrate transportation and land use policy to ensure that a safe, efficient, accessible, and balanced transportation system is developed to serve Tempe now and in the future.

Vision Statement

Tempe is and will continue to be a vibrant city, with a safe, efficient, and balanced transportation system that provides mobility for all, promotes clean air, conserves energy, preserves neighborhood livability, and enhances the quality of life for our residents and guests.

Purpose of the Transportation Element

The purpose of Tempe's Transportation Element is to guide the further development of a citywide transportation system. The Transportation Element addresses motorized and non-motorized transportation needs through the year 2030 and emphasizes:

- ◆ Achieving a more balanced transportation system & reducing reliance on the automobile;
- ◆ Preserving neighborhood character;
- ◆ Enhancing streets to maximize safe and efficient use by pedestrians, bicyclists, transit riders, and motorists; and
- ◆ Enhancing the ability to drive to and within Tempe, not through Tempe.

The Transportation Element has been developed with a focus on improving the ability to move people, instead of focusing solely on improving the ability to move vehicles. The Transportation Element recognizes that in order to fully maximize the safety and efficiency of the transportation system in Tempe, objectives and implementation strategies must encourage the provision of a variety of transportation options for people and a reduction in single occupancy vehicle trips. Integration of advanced transportation technology and land use planning that takes into account proximity to public transit will also help to achieve the plan's objectives.

"Measures of Success" have been developed to provide a foundation for monitoring and evaluating the effectiveness of the transportation plan and the resulting transportation system. The Transportation Element and its ongoing monitoring and evaluation program will serve as the basis for City participation in, and input to, the preparation and review of updates of the Regional Transportation Plan (RTP) and the region's Transportation Improvement Program (TIP).

Consistency with City and Regional Planning Efforts

Development of a Comprehensive Transportation Plan was a recommendation of Tempe's General Plan 2020. This Transportation Element, synthesized from the much larger Comprehensive Transportation Plan, fulfills that recommendation. Development of the plan has been correlated with land use and other General Plan elements, as well as adopted neighborhood and redevelopment plans. The plan has also been reviewed for consistency with existing City design standards and requirements. The planning process involved coordination with Maricopa Association of Governments (MAG) and Regional Public Transportation Authority (RPTA) regional transportation planning efforts and the individual transportation planning activities of Tempe's neighboring cities, and the plan meshes with the MAG regional transportation model.

The City's Development Code update process and the development of the Transportation Plan have occurred simultaneously. The inclusion and integration of provisions related to parking, preservation of neighborhood character, and pedestrian-friendly design into the revised Development Code will help to implement and reinforce the objectives of the Transportation Element.

Public Involvement

The Comprehensive Transportation Plan has been developed based on significant community involvement during the period between May 2000 and November 2002. This process has included a variety of public open houses and specific corridor workshops, as well as focus group sessions and meetings with specific stakeholder groups (including neighborhood associations, business groups, property owners, developers, Arizona State University, and many others). The planning team has also provided multiple briefings to City boards and commissions, as well as the City Council. A variety of other community outreach opportunities, such as website postings, informational newsletters, and media briefings, have also been provided.

Background, Existing Conditions, and Opportunities

Historically, transportation and land use planning throughout the region and the country have focused on the automobile as the primary mode of travel. Tempe's streets were developed within a grid pattern of one-mile sections of land with major arterial streets at one-mile intervals. Over the years, this pattern of development, along with disconnected collector and local streets, created barriers to pedestrian, bicycle, and transit modes of transportation.

Decades of federal policies that fostered automobile-dependent development at the expense of other modes such as pedestrian, bicycle, and transit have encouraged development sprawl, congestion, and the denigration of air quality in the majority of this country's urbanized areas.

More recent federal legislation such as the Clean Air Act Amendments (CAAA) and surface transportation acts (ISTEA and TEA 21) have recognized that communities cannot build their way out of the problems associated with traffic congestion and poor air quality. These legislative acts have required that: other modes of transportation besides motor vehicles be considered and given greater priority; that local needs be addressed in the planning process; and that all modes of transportation should be integrated. These new directions have supported the efforts of cities to better integrate land use and transportation planning. In the case of Tempe, the Transportation Element and its relationship to the City's General Plan is part of that effort.

Today, Tempe provides a desirable quality of life for its residents, employees, and guests. As the city moves forward into the future, there is a strong commitment to maintaining the characteristics that enhance livability and contribute to making Tempe one of the best places in the country in which to "live, work, and play." The policy framework established by the Transportation Element reinforces this commitment and helps to ensure that Tempe preserves its quality of life and becomes a sustainable community that offers a variety of transportation options to its residents.

The City of Tempe and the MAG region face significant growth and mobility challenges over the next thirty years. Population and employment in the region are projected to increase substantially, with some lesser local growth. The anticipated level of local funding projected to be available during the same period for improving the existing transportation system is limited. The Comprehensive Transportation Plan/Transportation Element addresses these challenges by providing guidance for a long-range, strategic approach to implementing transportation improvements, services, and programs. This approach will enable the City to establish appropriate priorities for allocating funding to projects and programs. The following issues and opportunities were considered in development of the transportation plan, its "Measures of Success" and project prioritization process:

◆ **Sustained Mobility / Greater Accessibility**

The Transportation Plan and Element emphasize the movement of people and goods instead of solely the movement of cars. Reduction of single occupancy vehicle (SOV) trips is thereby encouraged. It is clear that all modes of transportation must be provided and optimized, since not one modal approach will be sufficient to meet the mobility needs of the city. Rail and bus transit improvements, technological innovations, transportation system management, and behavioral change strategies are among the strategies that will be needed to respond to the mobility needs of the community. Significant investments in rail and bus transit, as well as public policies to encourage a shift away from the SOV are required. Shifts toward new transit services and new technologies must also be incorporated.

◆ **Enhanced Quality of Life and Preservation of Neighborhood Character**

The quality of life for every resident of the City is affected by the ability to access work opportunities and essential services. With the development of the bus/rail transit system, there is an even greater need to preserve, enhance and/or create conditions conducive to pedestrian activity in order to encourage people to walk and shop in areas near their workplaces, transit stops, or residences. The policy framework of the Transportation Element, including the objectives and implementation strategies, will ensure that basic accessibility needs are met. The vision statement for the transportation plan promotes preservation of the existing character of the City's neighborhoods. Preservation of residential neighborhoods will require continued actions to minimize or prevent intrusion of traffic into neighborhoods.

◆ **Increased Economic Opportunities**

The Transportation Element supports redevelopment efforts and promotes sustained economic growth in areas of the City identified through redevelopment or other plans. Ongoing transportation planning and programming decisions should support the economic development/employment development strategy of the City. To support all facets of the city's economy, the efficient movement of people and goods and access to major transportation facilities (such as airports) must be consistently maintained. Opportunities for economic development linked to transportation improvements should be pursued to the fullest extent.

◆ **Enhanced Environmental Quality**

By encouraging travel by a variety of modes and reducing reliance on the automobile, implementation of the Transportation Element will enhance environmental quality and reduce environmental degradation. Commitments to improving air quality must be sustained and significant further progress must be achieved in order to meet future state and federal requirements. Further progress will require a regional approach, in which the City should take a lead role. Commitments in areas such as clean fuels and advanced telecommunication infrastructure can be critical to success in both air quality improvement efforts, energy conservation, and economic enhancement.

Guiding Principles & Policy Directions

Based on the public consensus gathered from the community outreach for the plan and a review of existing City policies related to transportation, the following guiding principles and policy directions are integral to the Transportation Element. These principles and policies reinforce the adopted General Plan 2020 policy prohibiting roadway widening.

- ◆ Continue the City's commitment to accommodating additional regional travel demand and capacity needs by enhancing transit and other modes as alternatives to widening. Freeway widening plans will seriously consider other alternatives, such as transit and/or high occupancy vehicle lanes first, and then, if implemented will include commitments for mitigating all negative impacts, including noise and air quality deterioration, aesthetic degradation, and disruption of neighborhoods. City Council, with support from the Transportation Commission and staff, will review all freeway widening proposals.
- ◆ Apply regional funding to capital and operating expenses for regional traffic and transit investments to meet future and current travel needs/demand;
- ◆ Accommodate additional demand and optimize the transportation network through the use of new technology or approaches, such as Intelligent Transportation System(ITS) and Travel Demand Management (TDM) programs;

General Objectives

The Transportation Element has been developed in accordance with the following general objectives:

- Develop a functional relationship between the diverse land uses in Tempe and the transportation system that serves them.
- Identify strategies for strengthening cooperative land use, transportation planning and design efforts between the City of Tempe, Arizona State University, and other public and private stakeholders.
- Continue to actively involve neighborhood and community representatives in ongoing planning and design of transportation systems, facilities, and services.
- Work to ensure that transportation solutions preserve and enhance Tempe's neighborhoods.
- Coordinate Comprehensive Transportation Plan implementation with modifications to Tempe's zoning ordinances and relevant codes to maximize consistency with city goals.
- Incorporate the provisions of the Comprehensive Transportation Plan as the Transportation Element of the General Plan.
- Establish a strong visual identity and aesthetic for Tempe, its gateway entrances, and its neighborhoods.

Measures of Success

Several "Measures of Success" have been developed to provide tools to monitor progress and effectiveness of the Transportation Plan's recommended policies and projects over the long term. These measures are listed below and can be quantified through data collection, modeling, and regular surveys. Tempe's transportation planning policies and projects will be a success when:

- The majority of Tempe residents feel that their community has an excellent transportation system that contributes to making Tempe the best place to live, work, and play. City codes and ordinances work together to balance transportation and land use, enhancing Tempe's quality of life and encouraging sustainable economic development.
- All Tempe neighborhoods have safe and convenient bicycle and pedestrian access to neighborhood schools, parks, shopping, and transit.
- Transportation improvements needed to implement neighborhood plans are in place by 2030.
- The rate per capita of single occupant vehicle miles traveled within Tempe is reduced by at least 20 percent by 2030.
- Transit trips as a percentage of all trips within Tempe at least double by 2030.
- All Tempe residents have access to fast and frequent (10- to 15-minute) transit service within a 5- to 10-minute walk from home.
- One third of attendees use transit, bike, or walk to special events in Tempe.
- A one-mile bikeway grid system is created.
- Air quality "hot spots" are reduced within Tempe and the City contributes to bringing overall regional air quality within attainment standards.

Pedestrian Network

Objective:

Recognize and encourage pedestrian travel as an important part of the overall transportation system, eliminating gaps and deficiencies in the existing pedestrian system, creating a complete and continuous pedestrian network, and implementing improvements and programs to maximize pedestrian safety and mobility.

Rationale:

Pedestrians are a priority in Tempe. Public involvement efforts have confirmed that the community is strongly interested in improving conditions for pedestrians citywide, and in more fully incorporating pedestrians as an integral component of the transportation system.

Implementation Strategies:

- Through policies, public information and new projects, increase awareness that pedestrians are a priority in Tempe, and pedestrian travel is an important part of the transportation system.
- Evaluate the sidewalk system and pedestrian network to assess adequacy, and implement specific improvements, such as eliminating gaps, removing barriers, and widening sidewalks to encourage increased pedestrian travel.
- Develop pedestrian network plans as part of neighborhood and other plans.
- Continue to sponsor programs and special events related to pedestrian activities in the community, and implement special programs, such as “Walk to School” routes, website information about walking, and calendars of events for pedestrians.
- Develop a pedestrian map or walking guide for the City, similar to the Bikeway Map; consider focusing on certain areas within the city.
- Implement the provisions of the proposed Pedestrian Overlay District.
- Using the pedestrian design practices in the Transportation Design Guidelines, require pedestrian-friendly design practices for streets, multi-use paths and related developments.
- Through special programs and projects, raise awareness about the characteristics and needs of pedestrians, including accessibility goals that go above and beyond standard compliance with the Americans with Disabilities Act (ADA).
- Implement programs and projects that increase pedestrian accessibility, safety, and security; enhance the pedestrian environment; and create engaging and interesting experiences for pedestrians, encouraging them to travel more by walking.
- Improve the pedestrian network in Tempe to accommodate all types of pedestrians.
- Implement improvements to the pedestrian network including: provision of sidewalks on all streets in accordance with prescribed standards; mid-block and intersection crossing improvements, as well as crossings at railroad rights-of-ways, canals, freeways, and other barriers to pedestrian travel; curb ramp and other improvements; and additional multi-use paths and crossings.
- Implement improvements on designated “Transit Streets” and “Green Streets” to encourage increased pedestrian and bicycle travel and transit use.
- Develop public education and outreach techniques to promote pedestrian safety and compliance with pedestrian-related laws and regulations.
- Encourage planning that provides a diversity of land uses (employment, shopping, businesses, services, parks, schools) within a 5- to 10-minute walk for Tempe residents.
- Encourage development patterns and site design within the city that maximizes pedestrian access and circulation.

Bikeways

Objective:

Recognize and encourage the use of the bicycle as an important part of the transportation system, eliminating gaps and deficiencies in the existing bikeway system, creating a complete and continuous bikeway network, and implementing improvements and programs to maximize bicyclist safety and mobility.

Rationale:

Bicycling is an important mode of travel throughout Tempe, and the city has had a long-standing commitment to the encouragement of bicycling through the development of bikeways and various educational and promotional programs. The provisions of this plan element further reinforce this commitment within the city.

Implementation Strategies:

- Implement the provisions of the City's adopted Bikeways Plan, which have been incorporated into the Comprehensive Transportation Plan.
- Implement programs and projects that provide safe and convenient bicycle access from neighborhoods to schools, parks, shopping, transit, employment, and other destinations.
- Continue to sponsor special events related to bicycling in the community.
- Continue to implement programs and special events that raise awareness about bicycling safety, the needs of bicyclists, and the availability of bicycling opportunities in Tempe, including the ongoing development and production of the City's Bikeway Map.
- Adopt and implement requirements for long-term bicycle parking and facilities such as lockers and showers for bicycle commuters in office, institutional, commercial and multi-family housing properties.
- Improve the bikeway system in Tempe to ensure that all types and levels of bicyclists are accommodated, including:
 - bicycle commuters and daily destination-bound riders, and
 - recreational bicyclists.
- Implement improvements to the bikeway network including: bike lanes on all arterial streets; mid-block and intersection crossing improvements, and crossings at railroad rights-of-ways, canals, freeways, and other barriers to travel; and additional multi-use paths and crossings.
- Implement improvements on designated "Transit Streets" and "Green Streets" to encourage increased pedestrian and bicycle travel and transit use.
- Implement the provisions of the proposed Pedestrian Overlay District.
- Using the bicycle facility design practices from the Transportation Design Guidelines, require bicycle-friendly design practices for streets, multi-use paths and related developments.
- Coordinate with regional bikeway planning efforts to ensure that Tempe bicycle routes connect with those of neighboring communities, and that Tempe's system is an integral part of the region wide- system.

Transit

Objective:

Integrate the recommendations of Tempe's Transit Plan into the overall transportation plan to ensure that the planned transit system will encourage and accommodate the ridership levels identified for overall plan success.

Rationale:

Tempe prides itself on being a transit-supportive community, and the City, through a voter-approved dedicated transit funding source, has allocated significant resources towards the development of a variety of convenient transit options.

Implementation Strategies:

- Ensure that fast and frequent transit service is provided, with stops at 10- to 15-minute intervals, located within a 5- to 10-minute walk of all Tempe residents.
- Ensure that resources are available for special event transit service identified in the measures of plan success can be accommodated.
- Coordinate land use planning to assure transit-oriented development and redevelopment, and enhance access to transit throughout the City.
- Improve the transit system in Tempe to ensure that the network and facilities will accommodate all types of transit users and their varying needs.
- Incorporate Intelligent Transportation System (ITS) technologies into transit system plans and services.
- Continue to develop programs that provide incentives for taking transit, including support for improved transit options for special events.
- Implement improvements on designated "Transit Streets" and "Green Streets" to encourage increased pedestrian and bicycle travel and transit use.
- Implement the provisions of the proposed Pedestrian Overlay District.
- Implement the transit-oriented design practices from the Transportation Design Guidelines to ensure efficient, accessible, safe, convenient, comfortable, and secure access to transit.
- Expand and improve express bus service between Tempe and key regional locations, and develop supporting facilities, including direct freeway access ramps and HOV lanes.
- Analyze the feasibility of and develop Bus Rapid Transit (BRT) corridors where appropriate.
- Modify bus routes to support future light rail stations.
- Implement the Central Phoenix / East Valley Light Rail Transit (LRT) project. As was identified in the Major Investment Study for this project and in related studies, identify implementation options for fixed guideway transit serving the Rio Salado project.
- Implement a high-capacity transit corridor connecting Scottsdale, Tempe, and Chandler, considering recommendations from the related Major Investment Studies.
- In partnership with the region, consider implementation of commuter rail service serving Tempe, as identified in the MAG High-Capacity Study.
- Develop park and ride facilities at regional centers located in Tempe.
- Develop transit or major transfer centers in appropriate locations within Tempe, including incorporation of these facilities with light rail or other high-capacity transit projects, and with park-and-ride projects.
- Continue to coordinate with all neighboring cities and the region on regional transportation/transit planning programs and projects.

Streets and Freeways

Objective:

Encourage the development of a street network in Tempe that balances the needs of various types of travelers and better serves all modes of transportation.

Rationale:

Community involvement efforts have validated that there is a strong interest in enhancing, but not widening, Tempe's streets to better serve all users (motorists, pedestrians, bicyclists, and transit riders). Citizens have indicated their support for strategies that help people better travel "to" Tempe, but that do not necessarily help them pass "through" Tempe. In addition, with the plan's focus on improving Tempe's ability to move people, instead of focusing solely on improving the ability to move vehicles, the implementation strategies below encourage the provision of a variety of transportation options for people.

Implementation Strategies:

- In general, retain existing automobile traffic capacity while reducing reliance on the single-occupancy automobile and creating a compatible relationship with adjacent land uses.
- Encourage planning and development that is consistent with the street classification system developed as part of the plan, including the designation of "Transit Streets" and "Green Streets." Implement projects that will improve these streets to the related standards.
 - Transit Streets are street corridors (typically arterials) that serve important functions as transit routes. Bus routes with 15-minute (or less) service frequency during the peak, and streets that share space with the light rail corridor are examples. Transit Streets will be improved for accessibility to transit by pedestrians and bicyclists. However, there will be bus service on streets not designated as Transit Streets.
 - Green Streets are typically collector streets (half-mile) that already serve as high volume bicycle and pedestrian corridors. Green Streets serve as priority routes for bicyclists and pedestrians, and function as connectors to other bicycle/pedestrian corridors such as off-street multi-use paths. Green Streets are particularly important in providing pedestrian and bicycle access to parks, shopping, schools, civic places, and other community destinations. With further enhancements, Tempe citizens will be able to immediately recognize these streets as pedestrian and bicycle friendly.
- Implement design guidelines for arterial and collector streets to calm traffic, meet the needs of each mode of travel, and recognize that, on certain streets, modes other than the single-occupancy automobile may predominate ("Transit Streets" and "Green Streets").
- Develop and implement projects that enhance choices to walk, bicycle, or use transit within the Tempe street network.
- Enhance the strong visual identity and aesthetic of Tempe, its gateway entrances, and its neighborhoods.
- Continually investigate new and emerging transportation technologies for use in Tempe street and transit design and operation.
- Rely on the travel demand model as one tool to measure street and travelway performance.
- Coordinate with emergency services, police and fire representatives to ensure that proposed transportation projects maintain a high level of emergency response.
- Increase street tree plantings and landscaping in medians and along arterials to calm

traffic, soften the effects of arterial streets, mitigate heat and climate conditions, and where appropriate, provide separation between pedestrians and other modes of transportation.

- Work with neighborhoods to minimize negative impacts of transportation projects.
- Implement the provisions of the proposed Pedestrian Overlay District.
- Implement the street design practices from the Transportation Design Guidelines to ensure streets are designed and developed to better accommodate all modes of travel.
- Integrate Intelligent Transportation System (ITS) technologies into the street network and signal system where appropriate.
- Adopt and implement freeway-related policies:
 - When considering freeway widening proposals, seriously evaluate all other alternatives first (HOV lanes, increased transit service, etc.);
 - For freeway widening and expansion projects, there must be a commitment to mitigation needs as part of the planning and design process, including the provision of noise abatement, avoidance of impacts to air quality and neighborhoods, and consideration of aesthetics, landscaping, and public art.

Relationship to Land Use and Neighborhoods

Objective:

Encourage transportation planning, design, and development that reinforces all adopted plans within the City, including the elements of the General Plan, and preserves and enhances the character of Tempe's neighborhoods.

Rationale:

In order for transportation policies and projects to be successful in Tempe, it is important that they have a strong relationship to existing and future land uses and neighborhood characteristics. There is a strong desire within the community to maintain and improve the livability of the City's neighborhoods. The transportation plan has been developed in accordance with adopted city plans and policies and attempts to respond to the interests expressed by representatives from Tempe's neighborhoods.

Implementation Strategies:

- Adopt and implement the provisions of the proposed Pedestrian Overlay District to encourage increased pedestrian travel in and around neighborhoods through an appropriate mix of land uses, building orientation, parking supply and location, and access to transit.
- Continue to coordinate local land use and transportation decisions with regional plans and policies.
- Support the creation of mixed-use development patterns that increase pedestrian travel, especially in the downtown, the Pedestrian Overlay District, and other special districts.
- Develop sustainable land uses that are supported by the community, including transit-oriented development.

Public Art in Transportation

Objective:

Diversify Tempe's transportation-related public art and build a collection of artworks that challenge, engage, and delight the public.

Rationale:

The integration of public art and creative expression in transportation projects is desired in Tempe. The community has a long-standing commitment to public art and, specifically, to public art in transportation projects. All types of travel are made more attractive and convenient through artist-designed amenities. The best way to enjoy public art in Tempe is on foot, by bicycle, or on a bus. Public art has played an important part in enhancing Tempe transportation projects, and will continue to do so through the implementation of the transportation plan.

Implementation Strategies:

- Recognize that all forms of art and creative expression can play a meaningful role in transportation projects and in problem solving of transportation issues, from the initial conceptual planning stage all the way through implementation.
- Create a process for Tempe's involvement and participation in regional projects. Projects should include an integral process for involving artists and incorporating art and creative expression in Tempe transportation projects.
- Continue to involve neighborhoods, schools, and other stakeholders in public art projects.
- Investigate and develop how new projects and programs for public art could be added in Tempe.
- Continue to establish a strong visual identity and aesthetic for Tempe, its gateway entrances, and its neighborhoods.
- Select local, national, and international artists that begin the creative process by carefully considering the nature of specific sites for artworks.
- Build a public art collection that ranges in scale from intimate to monumental, and from horizontal to vertical.
- Provide guidance for the selection of public art materials that are suitable for the local climate and responsive to maintenance capabilities of the City.
- Assure that art projects follow the Transportation Design Guidelines, especially those related to accessibility. Consider constructability and maintainability in all projects.
- Develop diverse art programs that promote new ways of seeing the world.
- Enable Tempe's collection to grow and diversify with streamlined, efficient, representative, creative, and fair processes.

Parking and Access Management

Objective:

Recognize that management of parking and street access can be an effective tool in influencing travel behavior and reducing congestion on busy streets, and encourage inclusion of parking and access management strategies in city and private projects.

Rationale:

Availability and cost of parking are major elements affecting choice of transportation mode. Managing access along busy streets by introducing planted medians and reducing the quantity of driveways or encouraging shared access will help to improve traffic flow and enhance conditions for pedestrians.

Implementation Strategies:

- Encourage compliance with minimum and maximum parking regulations, as well as other proposed parking strategies, by adopting the Development Code update and the Pedestrian Overlay District provisions.
- Work with the Downtown Tempe Community (DTC) and others to update the Downtown Parking Management Program to reflect anticipated demand and to support automobile, transit, bicycle, and pedestrian goals.
- Continue coordination with ongoing Development Code updates that involve revisions to parking and access management provisions.
- In order to reinforce the policies of the Transportation Plan, implement access management regulations, design standards, and review processes for arterial and collector streets, including driveway spacing and design, cross-access easements, shared parking, and pedestrian access to parking.
- Develop parking management plans that recognize the availability and cost of parking as major elements affecting transportation mode choice.
- Encourage the use of the design practices from the Transportation Design Guidelines that relate to parking and access management.
- Continue to improve the visibility of downtown parking, by conducting an updated wayfinding study and considering other features such as new signage.
- Where appropriate, expand the residential parking permit program.
- Continue agency coordination efforts related to parking issues among the City of Tempe, ASU and DTC.
- Implement on-street parking where appropriate in downtown and neighborhood commercial areas.

Appendix 1

Transportation System Maps

The following transportation maps have been developed:

- ◆ 2030 Street Classification Map
- ◆ 2030 Transit Streets and Green Streets Map
- ◆ 2030 Bicycle and Pedestrian Facilities Map
- ◆ 2030 Regional/Local Bus Routes and Facilities Map
- ◆ 2030 High Capacity Transit and Facilities Map
- ◆ 2030 Street and Freeway Projects Map

These maps fulfill the state requirement for indicating the general location of major thoroughfares and transportation routes in General Plans.

2030 Street Classification Map

- Collector Streets
- Arterial Streets
- Freeways

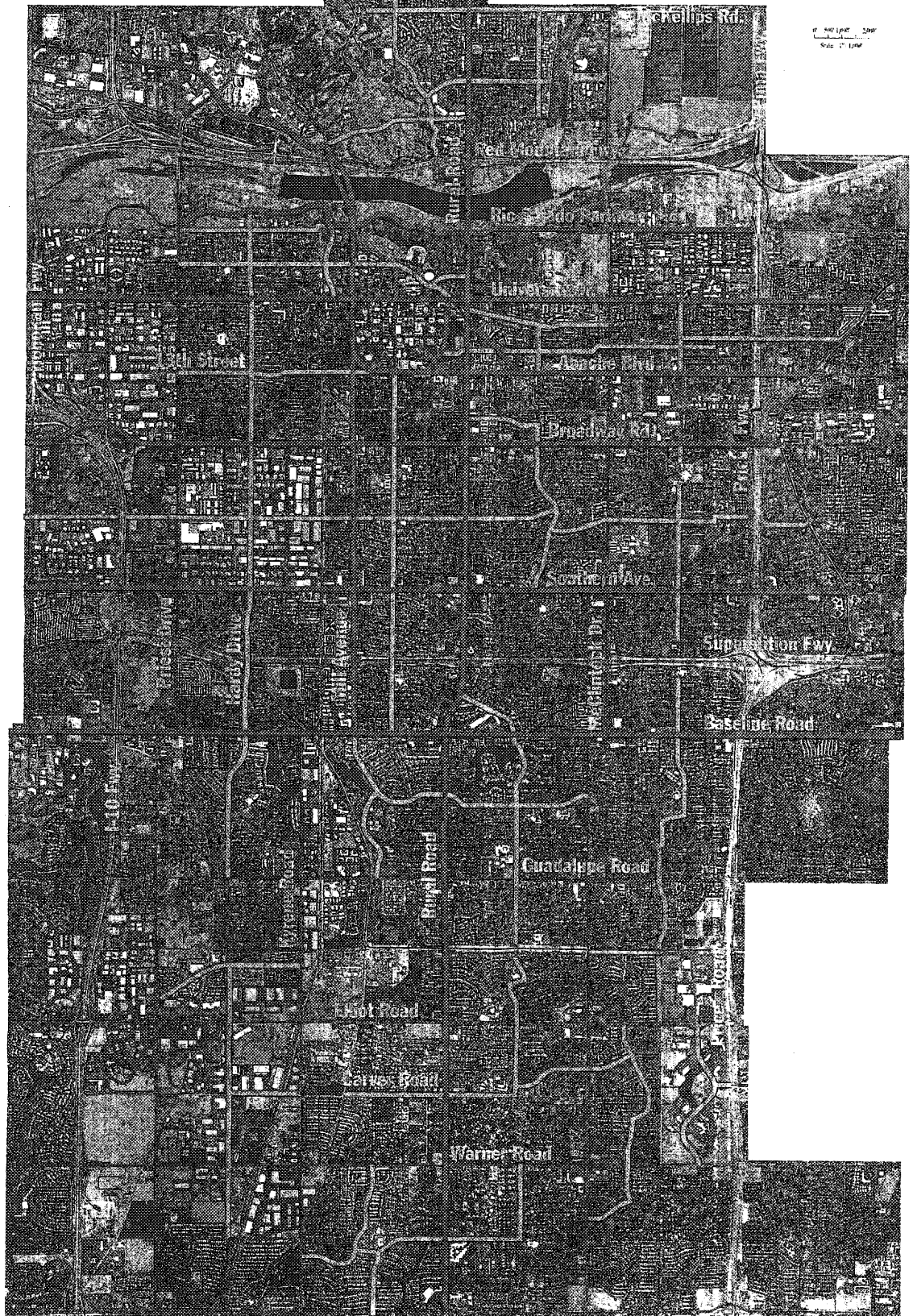


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2030 Transit Streets and Green Streets Map

- Transit Streets
- Green Streets



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2030 Bicycle and Pedestrian Facilities Map

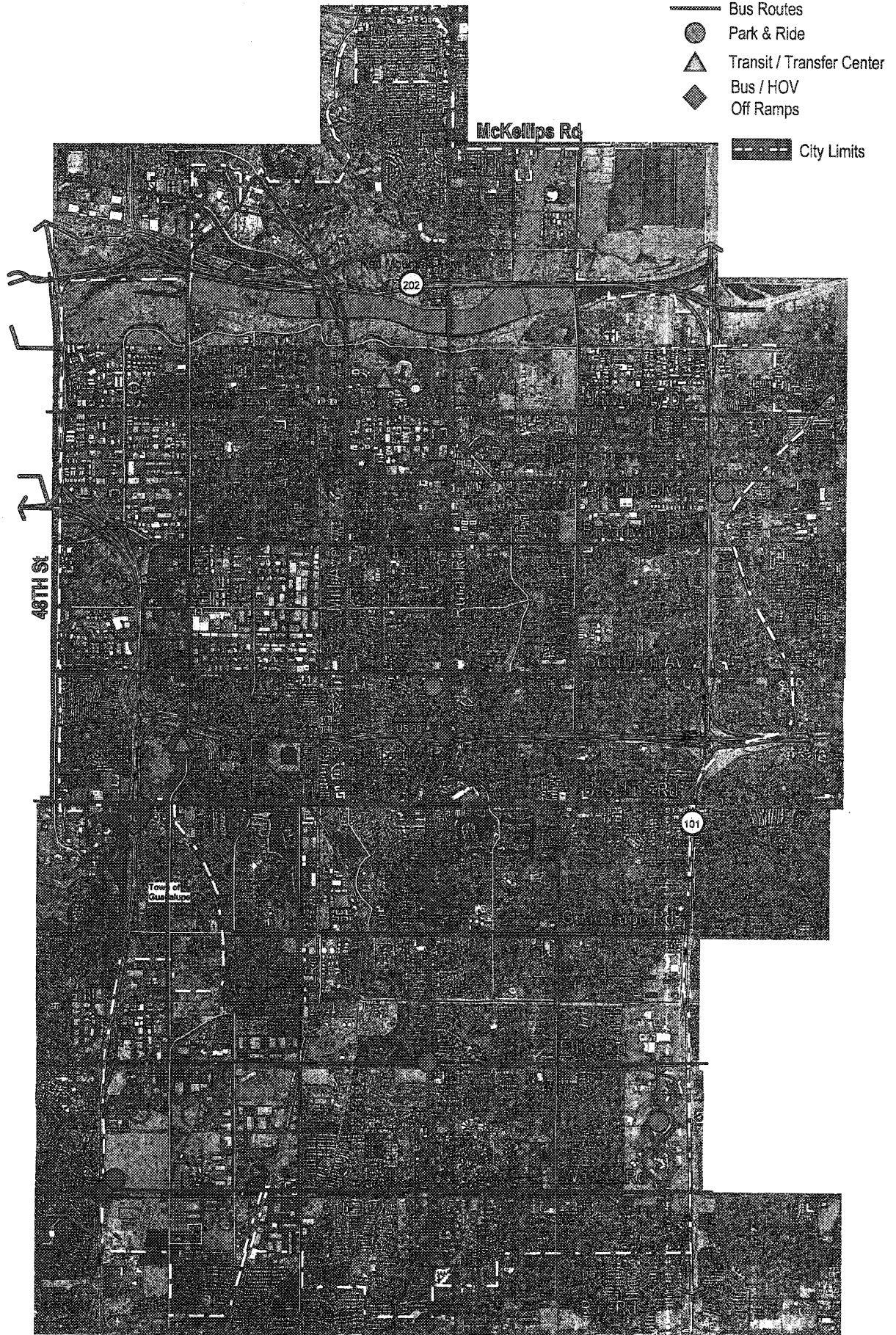
- Bike Lanes
- Multi-use Paths
- X Bicycle/Pedestrian Crossings



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January 14, 2003

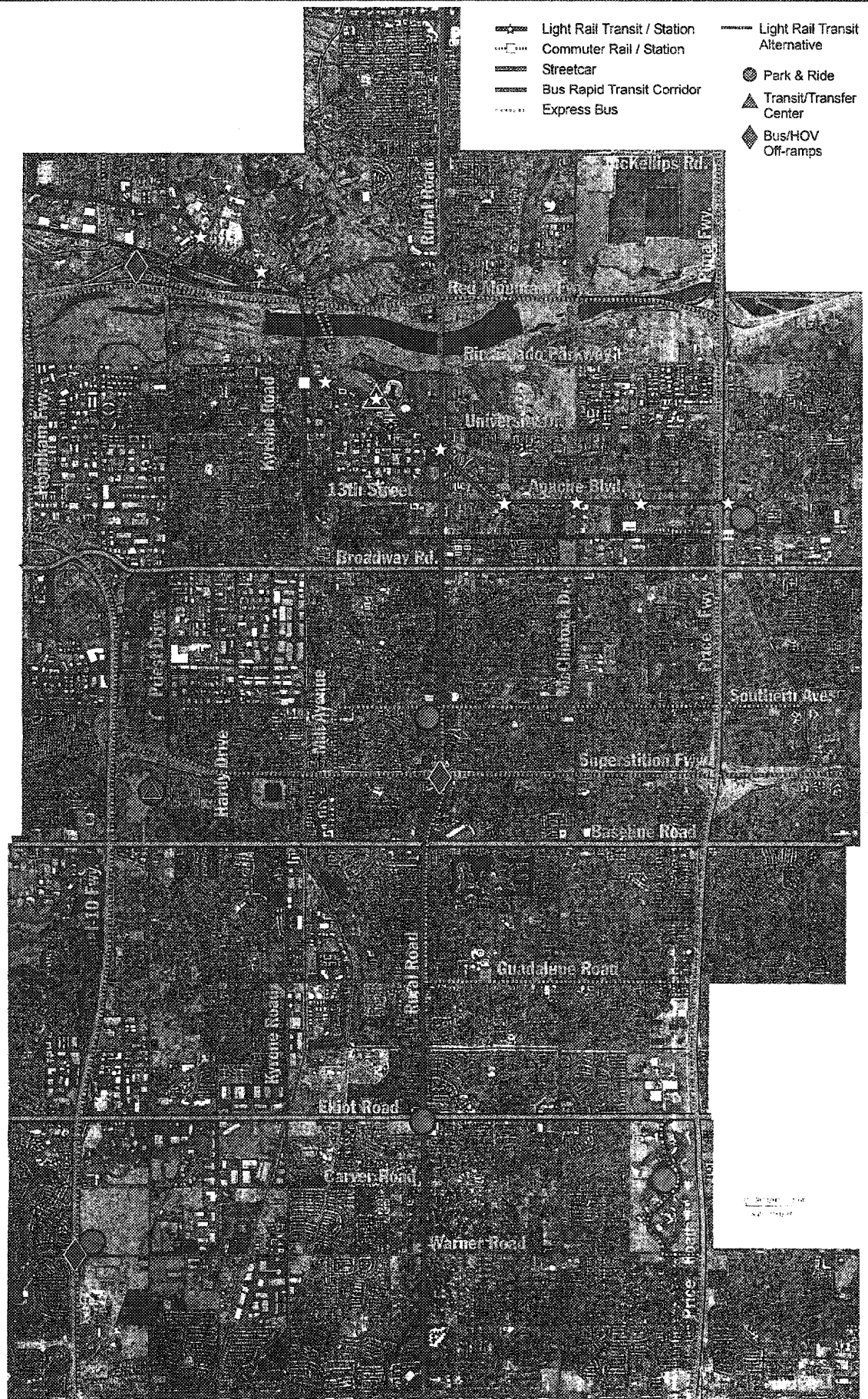
2030 Regional / Local Bus Routes & Facilities Map



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2030 High Capacity Transit and Facilities Map



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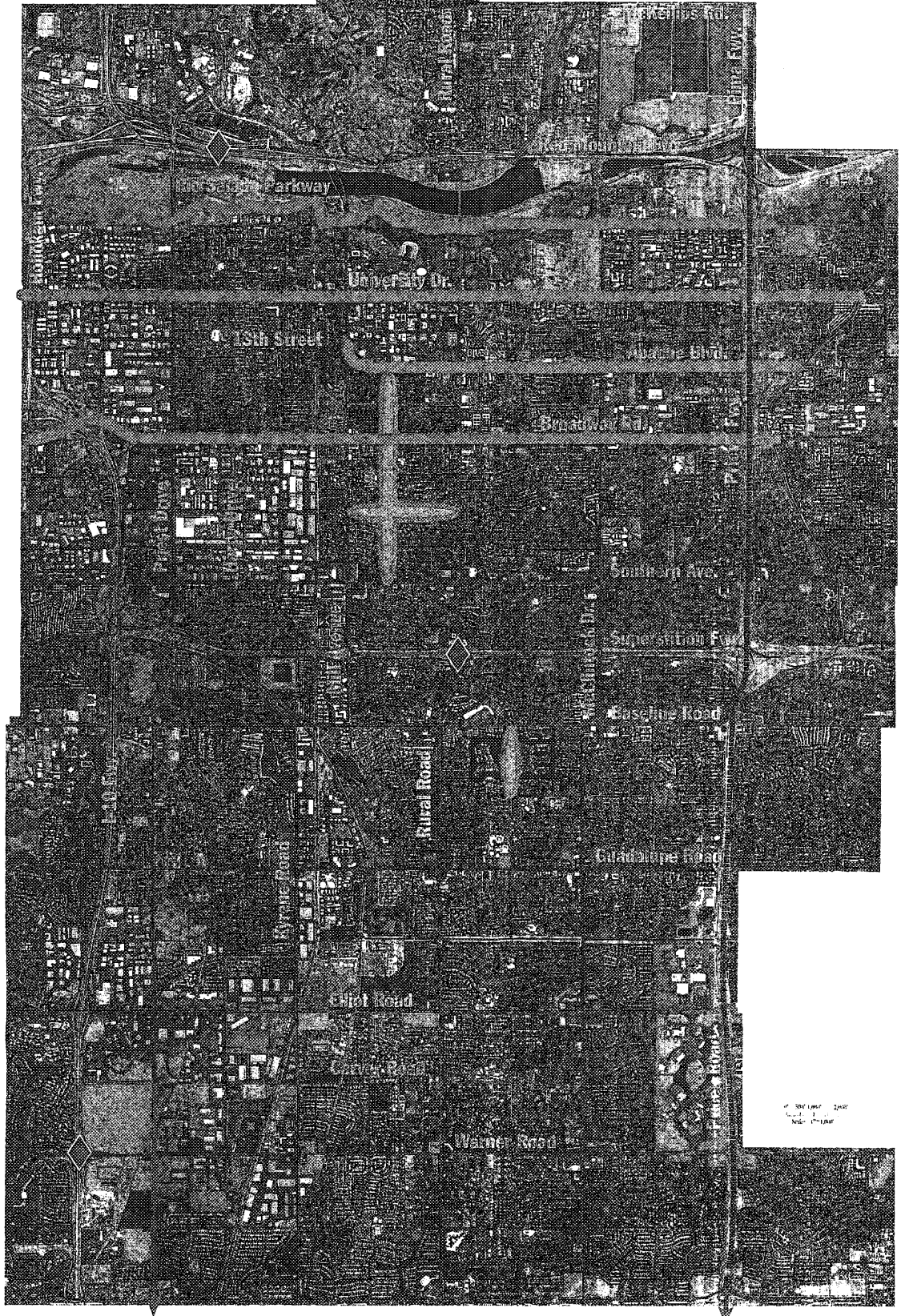
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2030 Street/Freeway Projects Map

- Corridor Plan Implementation Area
- Street Redesign, Extensions, or Completions

- HOV Lanes
- HOV Ramps
- Special Traffic Calming Projects



Scale: 1" = 100'

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January 14, 2008